Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1 - 14 (Cancelled).

15. (New) A vehicle seat for a motor vehicle, comprising:

an upholstery part made of a hard foam part and a soft foam pad;

wherein the upholstery part is designed as a seat part;

wherein the hard foam part defines a first surface partially shaped congruently to a vehicle floor;

wherein the seat part can be configured in a use position and wherein the seat part is configured to fit with the vehicle floor when in the use position;

wherein the seat part can be configured in a not-in-use position; and

a hinge mechanism configured to release the seat part from the vehicle floor and shift the seat part into the not-in-use position.

16. (New) The vehicle seat of Claim 15, wherein the hard foam part is composed of expanded polypropylene particle foam.

17. (New) The vehicle seat of Claim 15, wherein the vehicle floor includes a second surface which extends vertically and essentially transversely with respect to a direction of travel; and

wherein the first surface of the hard foam part extends approximately parallel to the second surface.

18. (New) The vehicle seat of Claim 17, wherein the second surface of the vehicle floor comprises an arch, the arch running approximately horizontal and transverse with respect to the direction of travel; and

wherein the first surface of the hard foam part includes a first recess, which runs approximately parallel to the arch.

19. (New) The vehicle seat of Claim 18, wherein the hard foam part includes a second recess configured in a manner so that the seat part may fit within the arch of the vehicle floor when in the not-in-use position.

20. (New) The vehicle seat of Claim 15, wherein the hinge mechanism includes a first hinge arm connected at one end in an articulated manner to the vehicle floor and connected at another end in an articulated manner to the hard foam part in such a manner that the seat part may move out of the use position into the not-in-use position, approximately parallel to the seat part in the use position.

21. (New) The vehicle seat of Claim 20, wherein the hinge mechanism includes a first hinge pivotable about a first axis and a second hinge pivotable about a second axis, the first hinge coupled to the hard foam part and the second hinge coupled to the vehicle floor.

22. (New) The vehicle seat of Claim 21, wherein the first hinge is further configured to latch to the hard foam part during installation of the seat part in a vehicle.

23. (New) The vehicle seat of Claim 20, wherein the hard foam part is configured to pivot downward so that the seat part is positionable at an incline.

24. (New) The vehicle seat of Claim 23, wherein the first surface of the hard foam part includes a first recess, which runs approximately parallel to the arch and wherein the first recess may be inclined at an angle between 25° to 35° with respect to a horizontal axis.

25. (New) The vehicle seat of Claim 21, wherein the seat part is operatively connected to a pivotably mounted backrest of the vehicle seat in such a manner that, when the backrest is folded forward from the use position into the not-in-use position, the seat part also shifts from the use position into the not-in-use position.

26. (New) The vehicle seat of Claim 25, wherein the backrest is connected rotatably to a transmission linkage offset with respect to a pivot axis of the backrest, wherein the backrest is connected to the transmission link by means of a second hinge arm.

27. (New) The vehicle seat of claim 26, wherein the transmission linkage includes, at an end coupled to the hinge arm, a rack-like toothing suitable, in conjunction with a circular

mating toothing formed on the hinge arm, for producing a torque about any one of the first hinge and second hinge.

28. (New) The vehicle seat of Claim 27, wherein the mating toothing is coupled to the second hinge which is also coupled to the vehicle floor.

29. (New) A vehicle seat for use in a vehicle having an interior with vehicle floor, comprising:

a backrest;

a seat part selectively coupled to the vehicle floor and configured to abut an end of the backrest in a use position;

wherein the backrest is configured to recline with respect to the seat part in a rearward direction, away from the seat part, and wherein the backrest is further configured to rotate in a frontward direction, toward the seat part;

a transmission link coupled to the seat part and backrest; and

a hinge mechanism coupled to the seat part and transmission link, configured to enable the seat part to at least partially pivot about the hinge mechanism;

wherein the hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism;

wherein the seat part defines a recess;

wherein the vehicle floor includes a protrusion configured to selectively juxtapose the recess of the seat part.

30. (New) The vehicle seat of Claim 29, wherein the seat part is configured to pivot in the frontward direction into a not-in-use position, coplanar with the use position.

31. (New) The vehicle seat of Claim 30, wherein the seat part comprises a hard part to which the hinge mechanism is coupled, and wherein the seat part further comprises a soft pad coupled to the hard part.

32. (New) The vehicle seat of Claim 31, wherein the protrusion is configured to juxtapose the recess when the seat part is positioned in the not-in-use position.

33. (New) The vehicle seat of Claim 29, wherein the transmission link is configured to pivot the backrest in the frontward direction as the seat part pivots in the frontward direction.

34. (New) The vehicle seat of Claim 33, wherein the transmission link is configured to pivot the backrest in the rearward direction as the seat part pivots in the rearward direction.

35. (New) A vehicle having an interior at least partially defined by a vehicle floor, the floor including a protrusion, comprising:

a seat assembly, selectively coupled to the vehicle floor;

a backrest included in the seat assembly;

a seat part included in the seat assembly configured to pivot with respect to the backrest at one end between a use position and a not-in-use position;

wherein the backrest is further configured to rotate in a frontward direction, toward the seat part, into a not-in-use position;

a transmission link coupled to the seat part and backrest; and

a hinge mechanism coupled to the seat part and transmission link, configured to enable the seat part to at least partially pivot about the hinge mechanism;

wherein the hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism;

wherein the seat part defines a recess configured to selectively juxtapose the recess of the seat part.

36. (New) The vehicle of Claim 35, wherein the backrest is further configured to recline with respect to the seat part in a rearward direction, away from the seat part.

37. (New) The vehicle of Claim 36, wherein the seat part is configured to pivot in the frontward direction into the not-in-use position, coplanar with the use position.

38. (New) The vehicle of Claim 37, wherein the protrusion is configured to juxtapose the recess when the seat part is positioned in the not-in-use position.

39. (New) The vehicle of Claim 35, wherein the seat part comprises a hard part to which the hinge mechanism is coupled, and wherein the seat part further comprises a soft pad coupled to the hard part.

40. (New) The vehicle of Claim 35, wherein the transmission link is configured to pivot the backrest in the frontward direction as the seat part pivots in the frontward direction.